

# REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

## Section A - GENERAL INFORMATION

1. PLACE OF ACCIDENT: State, county, nearest town—Distance and direction to accident <b>Wahiawa, Oahu, T.H. 8 3/4 miles - 90° true</b>		2. NEAREST AIRPORT Suitable for landing this plane—Distance and direction to accident <b>Wheeler AFB, Oahu, T.H. 8 3/4 mi - 90° true</b>	
3. ELEVATION ABOVE S. L. at accident scene <b>2,000'</b>	4. DATE OF ACCIDENT <b>19 Sep 53</b>	5. HOUR AND TIME <b>0950 (HST)</b>	6. <input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input type="checkbox"/> DAWN <input type="checkbox"/> DUSK
7. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED: (File separate Form 14 for each aircraft) <b>N/A</b>	8. <input checked="" type="checkbox"/> INCIDENT TO FLIGHT <input type="checkbox"/> NOT INCIDENT TO FLIGHT		
9. CLASSIFICATION OF ACCIDENT: <input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	10. CLEARANCE: <input type="checkbox"/> IFR <input checked="" type="checkbox"/> Local <input checked="" type="checkbox"/> VFR <input type="checkbox"/> Other	11. THIS WAS A: <input type="checkbox"/> CAP FLIGHT <input type="checkbox"/> AIR RESERVE FLIGHT <input checked="" type="checkbox"/> ANG FLIGHT <input type="checkbox"/> OTHER	
12. AIRFIELD OF LAST TAKEOFF <b>Hickam AFB</b>	13. DURATION OF FLIGHT SINCE LAST TAKEOFF <b>Unkn</b>	14. MISSION OF FLIGHT (Use Form 14) <b>F-2</b>	15. ACTIVITY AIRCRAFT WAS ENGAGED IN JUST PRIOR TO ACCIDENT <b>F-2 - Local Transition</b>

## Section B - AIRCRAFT

1. AIRCRAFT NO. <b>1-88490</b>	2. TYPE, MODEL, SERIES AND BLOCK NO. <b>F-47N-5RE</b>	3. ORGANIZATION REPORTING AIRCRAFT ON AF-110 REPORT MAJOR COMMAND <b>ANG</b> SUBCOMMAND <b>HANG, Oahu, T.H.</b> AF WING <b>---</b>	
4. TECHNICAL ORDERS affecting this aircraft were not complied with at time of accident. (List number and title of these T. O.'s on separate sheet.)		GROUP NUMBER AND TYPE <b>---</b>	SQUADRON OR UNIT <b>199th FIS</b>
		BASE <b>Hickam AFB, APO 953</b>	

## Section C - OPERATOR (Person at controls at time of accident)

1. LAST NAME (Or, II, etc.) <b>Whitaker, Andrew Slaven Jr</b>	FIRST NAME <b>Andrew</b>	MIDDLE NAME <b>Slaven Jr</b>	GRADE <b>1/Lt</b>	COMPONENT <b>ANGUS</b>	SERIAL NO. <b>AO-1850814</b>	NATIONALITY AND RACE <b>Caucasian</b>	YEAR OF BIRTH <b>1925</b>
2. ASSIGNED BASE <b>Hickam AFB, APO 953</b>	MAJOR COMMAND <b>Nat'l Guard</b>	SUBCOMMAND <b>HANG</b>	AF WING <b>---</b>	GROUP NO. AND TYPE <b>---</b>	SQUADRON OR UNIT <b>199th FIS</b>		
3. ATTACHED BASE FOR FLYING <b>---</b>	MAJOR COMMAND <b>---</b>	SUBCOMMAND <b>---</b>	AF WING <b>---</b>	GROUP NO. AND TYPE <b>---</b>	SQUADRON OR UNIT <b>---</b>		
4. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED <b>Pilot 15 April 1945</b>			5. PRESENT AERONAUTICAL RATING AND DATE RECEIVED <b>Pilot 16 May 1951</b>			6. PRIMARY DUTY ASSIGNMENT <b>1124E</b>	

## OPERATOR'S FLYING EXPERIENCE (Including Civilian)

7. TYPE OF INSTRUMENT CARD <b>White</b>	EXPIRATION DATE <b>21 Jul 54</b>	17. LIST BY TYPE AND MODEL 1ST PILOT EXPERIENCE IN SIMILAR AIRCRAFT (e.g., B-26, 50 hrs.) <b>P-51 - 2:10</b>
8. TOTAL PILOT (1st Pilot, Copilot, Command Pilot, etc.) Hours <b>579:00</b>	18. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> HOOD <input type="checkbox"/> WEATHER	
9. TOTAL 1ST PILOT Hours <b>279:00</b>	If above answer is "Yes" or if accident occurred at night or during IFR weather or unknown conditions, fill in items below.	
10. 1st PILOT Hours Last 90 DAYS <b>44:55</b>	19. TOTAL 1ST PILOT INSTRUMENT WEATHER Hours	
11. 1st PILOT Hours Last 30 DAYS <b>8:50</b>	20. TOTAL 1ST PILOT INSTRUMENT HOOD Hours	
12. 1st PILOT Hours This Model (B-26, F-51, etc.) <b>145:00</b>	21. 1st PILOT INSTRUMENT (Weather and Hood) Hours Last 6 MONTHS	
13. OTHER PILOT Hours (CP, C, SC) This Model <b>0:00</b>	22. 1st PILOT INSTRUMENT (Weather and Hood) Hours Last 90 DAYS	
14. 1st PILOT Hours Last 90 DAYS This Model <b>39:30</b>	23. 1st PILOT NIGHT Hours Last 6 MONTHS	
15. 1st PILOT Hours Last 30 DAYS This Model <b>8:50</b>	24. 1st PILOT NIGHT Hours This Model Last 90 DAYS	
16. TOTAL TIME SPENT IN AIR DURING 24 HRS. PRIOR TO ACCIDENT <b>0:00</b>		

## Section D - PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

Duty at time of accident (1)	NAME (Last name first) (2)	Type of Aero. Rating (Symbol) (3)	SERIAL NO. (4)	GRADE AND BRANCH OF SERVICE (5)	COMPONENT (See AFM 62-5) (6)	ORGANIZATIONAL ASSIGNMENT—Command, Subcommand, Group Number and Type, Base (7)	Fatal, Major, Minor, None, Missing (8)	Parachute Used	
								Yes (9)	No (10)
P	Whitaker, Andrew Slaven, Jr.	P	AO-1850814	1/Lt ANGUS	ANG	199th FIS, Hickam AFB, APO 953	Fatal		X

**CLASSIFICATION CANCELED OR CHANGED**  
**TO** CONFIDENTIAL  
**BY AUTHORITY OF** 1st Ind To 1st dtd 19 AUG 53  
**BY** al **DATE** 1/25/54

# Section E-RATED PERSONNEL AT OTHER SET OF DUAL CONTROLS (Instructor, Copilot, etc.)

N/A

1. LAST NAME (JR., II, etc.)		FIRST NAME		MIDDLE NAME	GRADE	COMPONENT	SERIAL NO.	NATIONALITY AND RACE	YEAR OF BIRTH
2. ASSIGNED BASE		MAJOR COMMAND		SUBCOMMAND		AF WING		GROUP NO. AND TYPE	SQUADRON OR UNIT
3. ATTACHED BASE FOR FLYING		MAJOR COMMAND		SUBCOMMAND		AF WING		GROUP NO. AND TYPE	SQUADRON OR UNIT
4. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED					5. PRESENT AERONAUTICAL RATING AND DATE RECEIVED			6. PRIMARY DUTY ASSIGNMENT	
FLYING EXPERIENCE (Including Civilian)					N/A				
7. TYPE OF INSTRUMENT CARD					EXPIRATION DATE				
8. TOTAL PILOT (1st Pilot, Copilot, Command Pilot, etc.) HOURS					21. LIST BY TYPE AND MODEL: <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C EXPERIENCE IN SIMILAR AIRCRAFT (e.g., B-26, IP, 50 hrs.)				
9. TOTAL 1ST PILOT HOURS					FILL IN ITEMS BELOW IF INSTRUMENT AND NIGHT EXPERIENCE OF OPERATOR WAS LISTED IN SECTION C				
10. TOTAL HOURS: <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C (Check applicable one)					N/A				
11. PILOT HOURS LAST 90 DAYS					22. TOTAL 1ST PILOT INSTRUMENT WEATHER HOURS				
12. 1ST PILOT HOURS LAST 90 DAYS					23. TOTAL 1ST PILOT INSTRUMENT HOOD HOURS				
13. HOURS LAST 90 DAYS: <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C					24. 1ST PILOT INSTRUMENT (Weather and Hood) HRS. LAST 6 MONTHS				
14. PILOT HOURS LAST 90 DAYS					25. 1ST PILOT INSTRUMENT (Weather and Hood) HRS. LAST 60 DAYS				
15. TOTAL PILOT HOURS THIS MODEL (B-26, F-51, etc.)					26. TOTAL PILOT NIGHT HOURS LAST 6 MONTHS				
16. 1ST PILOT HOURS THIS MODEL					27. 1ST PILOT NIGHT HOURS LAST 6 MONTHS				
17. HOURS THIS MODEL: <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C					28. NIGHT HOURS LAST 6 MOS.: <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C				
18. TOTAL PILOT HOURS THIS MODEL LAST 90 DAYS					29. TOTAL PILOT NIGHT HOURS THIS MODEL LAST 60 DAYS				
19. 1ST PILOT HOURS THIS MODEL LAST 90 DAYS					30. 1ST PILOT NIGHT HOURS THIS MODEL LAST 60 DAYS				
20. HOURS THIS MODEL LAST 90 DAYS: <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C					31. NIGHT HRS. THIS MODEL LAST 60 DAYS: <input type="checkbox"/> IP <input type="checkbox"/> CP <input type="checkbox"/> C				

## Section F-DAMAGE

1. DESCRIBE BRIEFLY IN GENERAL TERMS THE EXTENT OF DAMAGE TO THE AIRPLANE, ENGINES, AND PROPELLERS.		2. CHECK PROPER DAMAGE CLASSIFICATION	
Aircraft totally demolished.		NONE	
		MINOR	
		SUBSTANTIAL	
		DESTROYED <input checked="" type="checkbox"/>	
3. <input type="checkbox"/> PLANE OR WRECKAGE WAS RETURNED TO AN AF BASE <input checked="" type="checkbox"/> PLANE OR WRECKAGE WAS LEFT AT SCENE OF ACCIDENT		7. Give below a considered estimate of cost of this accident to the Air Force:	
4. IS PLANE DAMAGED BEYOND ECONOMICAL REPAIR? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		COST OF DAMAGE TO AIRCRAFT \$ 95,406	
5. IF PLANE IS TO BE REPAIRED, GIVE ENGINEERING OFFICER'S ESTIMATE OF NUMBER OF MAN-HOURS REQUIRED FOR REPAIR: MAN-HRS.		COST OF DAMAGE TO OTHER GOVERNMENT PROPERTY \$	
6. WAS PRIVATE PROPERTY DAMAGED? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		COST OF DAMAGE TO PRIVATE PROPERTY \$	
IF "YES," DESCRIBE DAMAGES ON SEPARATE SHEET.		COST OF INJURIES \$	
		COST-OTHER (Explain) \$	
		TOTAL ESTIMATED COST OF ACCIDENT \$ 95,406	

## Section G-SPECIAL EQUIPMENT N/A

1. Check items of special equipment which affected the accident.	
<input type="checkbox"/> RADIOS	<input type="checkbox"/> ARMAMENT
<input type="checkbox"/> INSTRUMENTS	<input type="checkbox"/> FIRE EXTINGUISHING EQUIPMENT IN PLANE
<input type="checkbox"/> DE-ICERS	<input type="checkbox"/> JATO
<input type="checkbox"/> EQUIPMENT FOR CLEAR VISION FROM COCKPIT	
2. DESCRIBE BRIEFLY HOW THE USE, NONUSE, MISUSE, OR ABSENCE OF SPECIAL EQUIPMENT AFFECTED THE ACCIDENT	

## Section H-WEATHER (At time and place of accident)

CEILING	VISIBILITY	WIND DIRECTION AND VELOCITY	TEMP.	DEW POINT	OTHER WEATHER CONDITIONS
	20	ENE 7	75	64	35 scattered 220 scattered
If weather other than unfavorable, wind conditions for takeoff, landing, or sailing was a factor in the accident, attach statement of weather officer describing climatic conditions and how they probably contributed to accident.					

## Section I-CHECK LIST FOR ATTACHMENTS

<input type="checkbox"/> FORM 1	<input type="checkbox"/> CLEARANCE	<input type="checkbox"/> PHOTOGRAPHS	<input type="checkbox"/> FORM 14C
<input type="checkbox"/> FORM 1A	<input type="checkbox"/> CREW MEMBERS' STATEMENTS	<input type="checkbox"/> FORM 14A	<input type="checkbox"/> FORM 14D
<input type="checkbox"/> LIST OF T.O.'s NOT C/W	<input type="checkbox"/> WITNESSES' STATEMENTS	<input type="checkbox"/> FORM 14B	<input type="checkbox"/> FORM 14E

# Section O—DESCRIPTION OF ACCIDENT

Tell in narrative form, in as much detail as necessary, everything that is known about the accident. Make certain that items checked on reverse side are justified by this narrative. If fire was involved in accident, explain in detail its origin and progress and steps taken to extinguish it.

On 19 September 1953, 1st Lt Andrew Slaven Whitaker Jr., AO-1850814, took off in F-47N #44-88490 at 0950 hours (HST) from Hickam AFB, Oahu, T.H., after filing a local clearance (Form 113). Clearance was cleared by Capt Robert A. Hite, HANG Base Operations Officer. Lt Whitaker's destination was the local flying area, located within a fifteen (15) mile radius of the island of Oahu. At approximately 1130 hours (HST), HANG Operations called Hickam Base Operations and requested information on intended landing time of NG-490. Personnel of Hickam Base Operations stated that "490" would land at approximately 1230 hours (HST). At 1230 hours (HST) HANG Operations was called by Hickam Tower. The latter requested information landing time of NG-490. Captain Hite then called Hickam Base Operations and requested clarification on their former estimate of NG-490's estimated landing time. It was learned that the "490" given by Hickam Base Operations had been that of an Air Force aircraft and that a mistake in identification had been made. Capt Hite then turned in NG-490 as missing to Rescue Authorities at 1235 hours (HST).

Location of the aircraft or subject officer, and the cause for the aircraft and subject officer to be missing is unknown.

Search for the subject officer and missing aircraft lasted from 1300 hours (HST) 19 September 1953, to 1500 hours (HST) 24 September 1953.

Results of the search were negative. No sign of the subject officer or aircraft could be found.

Wreckage was sighted on 25 October 1953 by two pig hunters in the upper Kipapa Gulch area of Oahu. These hunters did not approach the wreckage but reported it to police after returning from their hunt. These pig hunters were Mr. Gabriel Gonzales, and Mr. David Torres.

Hickam Rescue received word of the wreckage at 1810 hours (HST) on 25 October 1953. The Schofield Land Rescue Team was sent into the area on 26 October 1953, and reached the wreckage at 1615 hours (HST). Wreckage was identified as NG-44-88490. No detailed reports on the wreckage were available at the time, except for the fact that it was totally demolished. The body of

## RECOMMENDATIONS for action to prevent similar accidents:

1. That the local flying area be divided into four (4) quadrants for single engine aircraft assigned the 199th Fighter Interceptor Squadron, HANG, and that procedures be implemented for their use. Procedures should be such that the location of the aircraft will be known at all times.
2. That the local flying area implemented according to the recommendation set forth in par 1 above be applicable only to single engine aircraft flying along in the local flying area.

## Section P—AUTHENTICATION (Each Investigating board member must sign below)

1. ☐ PERSONNEL RESPONSIBLE FOR THIS ACCIDENT HAVE BEEN OFFERED OPPORTUNITY OF REBUTTAL ☒ NO REBUTTAL REC'D ☐ REBUTTAL STATEMENT(S) ATTACHED

2. PERSONNEL RESPONSIBLE NOT AVAILABLE BECAUSE OF: ☒ DEATH ☐ SERVICE INQUIRY ☐ OTHER (Explain)

BASE SUBMITTING REPORT

Hickam AFB, APO 953

PRESIDENT (Name and Grade)

Robert G. O'Hara, MAJ, H

MEMBER (Name and Grade)

ROBERT F. BUTLER, MAJ, ANGUS

AIRCRAFT ACCIDENT OFFICER (Name and Grade)

ROBERT A. HITE, Capt, ANGUS

MEDICAL OFFICER (Name and Grade)

BENJAMIN H. DILLES JR., LTC

RECORDER (Name and Grade)

ADE H. McVAY JR., Capt, ANGUS

AF Form 14, Section 0, cont'd

1st Lt Andrew Slaven Whitaker Jr., was not brought out at that time due to terrain difficulties.

On 28 October 1953, the Hawaii Air National Guard Accident Investigating Team went to the wreckage, led by the Schofield Land Rescue Team. Wreckage was plotted at approximately 21°30N, 157°55'W.

Investigation revealed that the aircraft evidently crashed wings level and in either a flat or slightly tail low position on top of a knoll. There was no long furrow in the ground. However, the aircraft dug a crater in the knoll some three (3) to four (4) feet in depth and crashed on a heading of approximately 315 degrees.

The aircraft was not intact. It had been totally demolished on impact, and debris was scattered over an area comprised of a rough circle approximately three hundred feet (300') in diameter.

Body was not intact, as it had been torn and mangled considerably upon impact.

No portion of the aircraft was intact enough to make any type of analysis as to the cause of the accident. Indications were definite, however, that the aircraft impact was considerable, and that it had hit the ground in either a flat or slightly tail low attitude with wings fairly level.

CLASSIFICATION CANCELED OR CHANGED

TO CANCELLED

BY AUTHORITY OF 1st Lt. J. D. H. J. D. 19 Nov 53

BY 01 DATE 1/25/54